Washington State Department of Transportation Community Outreach

WSDOT is working with local communities to provide up-to-date, accurate, and consistent information.

For updates, visit: www.wsdot.wa.gov/ projects/i5seattle

Persons with disabilities may request this information be prepared and supplied in alternate formats by calling the Washington State Department of Transportation at (360) 705-7097.

Persons who are deaf or hard of hearing may call Washington State Telecommunications Relay Service by dialing 7-1-1 and asking to be connected to (360) 705-7097.

WSDOT ensures full compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination against any person on the basis of race, color, national origin, or sex in the provision of benefits and services resulting from its federally assisted programs and activities. For questions regarding WSDOT's Title VI Program, you may contact the Department's Title VI Coordinator at (360) 705-7098.



Construction Schedules

I-5 Roanoke Vicinity Noise Wall Project

February-April 2004

· Complete noise analysis and finalize wall design

July 2004

Complete plans, specifications, and estimates package

Spring 2005

Advertise for construction bids and begin construction

Late Summer 2005

Complete project

I-5 James to Olive Pavement Rehabilitation

Summer 2004

• Finalize design and begin community outreach

Fall 2004

Advertise for construction bids

Spring 2005

Complete construction over four weekends

I-5 North Seattle Bridges – Seismic Retrofit

Spring 2005

Begin column jacket installation

Late Summer 2005

Complete seismic retrofitting

I-5 Roanoke Vicinity Noise Wall Project

Builds noise walls along I-5 in the Roanoke and Eastlake neighborhoods. The walls will help reduce freeway noise at ground level residences and public spaces. We should begin construction in spring 2005 and complete the project by late summer 2005.

I-5 James to Olive Paving

Resurfaces a one-mile section of southbound Interstate 5 in downtown Seattle. Crews will replace existing asphalt with a stronger and more durable concrete surface on the two outside lanes of mainline I-5 between James and Olive Streets from the Seattle International Trade and Convention Center to Capitol Hill.

I-5 North Seattle Bridges Seismic Retrofit

Seismically retrofits seven bridges on Interstate 5 in North Seattle and Shoreline. We will bring these bridges to current seismic standards and reduce the chance of failure during an earthquake.



January 2005

Interstate 5 Construction Projects in Seattle

WSDOT will start work in early 2005 on three highly visible construction projects on I-5 in Seattle. We will build noise walls, repair and replace aging concrete slabs, and make some overpasses and ramps safer during earthquakes.



I-5 Roanoke Vicinity Noise Wall Project

The Seattle neighborhoods of Roanoke, Harvard, and Capitol Hill experience high noise levels from I-5. When I-5 was originally built, noise impacts were not considered. Today, highway traffic noise is an increasing public concern and acoustic technology provides better ways to lessen the adverse impacts of this noise.

This project will reduce freeway traffic noise along some ground level residences and public spaces. WSDOT has worked closely with residents and community councils to determine the best wall locations given the project's limited budget.

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Two stages to build noise walls

We will build this project in two stages. This will reduce disruption to the neighborhoods and could reduce the amount of time needed to complete the project.

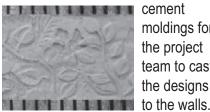
- Stage One Construct a 840-foot wall on Harvard Avenue, extending from Roanoke to Hamlin Street. To build the Stage One wall, WSDOT must close the Roanoke exit from westbound State Route 520 over several weekends later this winter and spring. We will do everything we can to keep traffic moving and disruptions at a minimum.
- Stage Two Construct a 900-foot wall along Boylston Avenue between Roanoke and Lynn Street. During Stage Two, all northbound lanes on Boylston Avenue will be closed for two-and-a-half months during construction. The Harvard Street on-ramp to I-5 will also be closed for up to five weekends. We will provide information about upcoming lane and ramp closures related to both construction phases via our web site, news releases, and e-mail updates.

Wall Aesthetics

The surrounding neighborhoods provided sketches of wall aesthetics they wanted applied to their future noise



walls. Based on these early sketches, WSDOT's architectural team created



moldings for the project team to cast the designs

I-5 James to **Olive Paving Project**

WSDOT is preparing to resurface a section of southbound Interstate 5 in downtown Seattle. This is the first major I-5 rehabilitation project through downtown Seattle in nearly 40 years.



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Roadway in need of repair

The dilapidated condition of I-5 through Seattle requires ongoing emergency maintenance repairs. These repairs are costly and disrupt traffic. The reconstructed lanes will extend the roadway's lifespan by 20 years, give drivers a smoother and safer ride, and reduce future disruptive and costly repairs. This \$3.4 million project is part of a larger plan to resurface I-5 through Seattle. Lessons learned from this project will help WSDOT prepare for more extensive and complex resurfacing projects.

Minimizing disruptions

WSDOT will close lanes on southbound I-5 on four weekends beginning in spring 2005. On two of these weekends, construction will reduce mainline southbound I-5 to one lane.

Original construction plans proposed five weekend closures instead of four. WSDOT reworked the project design to reduce the number of weekend closures of mainline I-5 and will close on-ramps and exit ramps instead.

Removing and replacing pavement is very noisy and causes significant vibration. WSDOT is making every effort to minimize inconvenience to drivers and project neighbors.

I-5 North Seattle Bridges Seismic Retrofit

WSDOT will seismically retrofit seven bridges on I-5 in North Seattle and Shoreline. Bringing these bridges up to current seismic standards will reduce the chance of failure during an earthquake.

Seven safer bridges We will seismically retrofit seven

bridges in this \$2.4 million project:

- · 42nd Street reversible ramp to I-5 express lanes
- 45th Street southbound off ramp from I-5
- SR 522, I-5 express lanes reversible ramp (Lake City Way)
- SR 522 on ramp to southbound I-5
- NE 85th overpass
- 117th Street overpass
- NE 195th pedestrian overpass

Crews will strengthen 22 columns with steel jackets and add restrainers on the end of the structures to decrease movement during an earthquake. The photo to the left shows a column iacketed in steel. Once retrofitted. the seven bridges will be able to better withstand earthquakes. The majority of bridges in Washington State are being made safer using this method. In addition, new concrete median barriers will be installed in front of the bridge columns to better protect motorists.



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